

NORTHGATE REVITALIZATION
ZONING PROJECT
DRAFT ENVIRONMENTAL IMPACT STATEMENT
PUBLIC COMMENT MEETING

May 28, 2008

7:00 P.M.

Northgate Community Center
10510 Fifth Avenue Northeast
Seattle, Washington

Catherine A. Decker, Court Reporter
CCR 1975

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STATEMENT OF CAROL CARNAHAN

1
2
3 Hi. My name is Carol Carnahan. I live at 11535
4 Corliss North. I lived here before Northgate was
5 here. Went away for a long time but now I'm back
6 living in the family home here. And I'd like to say
7 it's nicer here now. It's diverse and rich. I've
8 lived in urban villages in two other states, and the
9 quality of life was very nice.

10 But I see an important component missing in the
11 proposal, and that's -- it seems to me if it's going to
12 be an urban village where the goal, as was stated in
13 the document that I read in the library, is that you
14 can walk to work and play, going about your daily
15 routine -- I don't see walking and biking paths that
16 are separate from the transportation corridors. What
17 I'd like to see is a perimeter walking, biking path
18 and a few inroads into the center. I think walking
19 here is not enjoyable because the traffic is so bad
20 and so noisy, but it could have the potential to be a
21 true urban village with that facility added.

22 MR. WEINEMAN: Thank you.
23
24
25

STATEMENT OF MARY MILLS

My name is Mary Mills and I live at 11528 Roosevelt Way Northeast. My concern focuses mainly on Section D. I'm more comfortable with, I believe it's, Alternative 2, the focused rezone. And my comment is with regard to Alternative 1. What I'm seeing at the north edge of Section D is a huge height difference between what's proposed and the residences in the immediate area. I don't know enough about the other areas to know if there is a more staggered effect down to where the houses comes in, how that impacts that. But there are houses across the street from areas that are already zoned at about 60 feet and aren't even built up to their potential yet. So we currently have the potential to grow a great deal without rezoning that area. And then if it went all the way up to 85 feet, that that could have a tremendous negative impact on the homes and the life and just the area in that section.

MR. WEINEMAN: Thank you.

STATEMENT OF RENEE STATON

My name is Renee Staton. My address is 12516 12th Avenue Northeast. I live in the Pinehurst neighborhood. And I want to thank you for the opportunity to make a statement tonight.

First of all, I want to say that I think an upzone and increased density in the Northgate urban corridor is an excellent idea and I fully support the process. It's needed to increase housing in the transit corridor and to add to the pedestrian orientation and the walkability of our neighborhood. Density in urban corridors is clearly the right thing to do from an environmental perspective, both preventing urban sprawl and reducing dependence on cars. The linking of a reason for affordable housing is also an excellent goal. In this I hope that the city can find a way to make the rezoning work such that developers will include affordable housing in their projects rather than paying a buyout, and that we will retain and have a net gain in affordable housing in the Northgate urban corridor.

There is a lot of de facto affordable housing right now, and I hope that at the end of the day we still have at least that much if not more affordable

1 housing. I think affordable housing should be
2 available in dense, transit-accessible areas where
3 residents can more easily choose to live without the
4 additional expense of cars.

5 And I have four concerns. One is perks utilized
6 outside the urban corridor, and it should be excluded
7 from this analysis. We can revisit this at a later
8 date, perhaps as part of the upcoming neighborhood plan
9 updates. The transition between the proposed rezone
10 area that you were talking about and the adjacent
11 single-family neighborhood along the north edge of the
12 proposed rezone should be stepped, and perhaps a more
13 creative zoning idea, such as cottage housing, could be
14 considered for those transitional zones.

15 Neighbors in Pinehurst would really like to see
16 pedestrian-oriented transportation infrastructure
17 addressed before auto-oriented transportation
18 infrastructure. In order to be a sustainable
19 community, we need safe ways to walk. We don't have
20 sidewalks and we have a lot of traffic right now. We
21 need to implement the Northgate Coordinated
22 Transportation Investment Plan, especially those
23 projects near the areas that will be upzoned. One
24 particular project that Pinehurst feels very strongly
25 about is at Northeast 115th between 5th Avenue

1 Northeast and Pinehurst Way Northeast. We have a
2 design already and we'd like to see it implemented.
3 It's a sustainable street design.

4 And then one final thing is that while the areas
5 that were currently being proposed are a great first
6 step, there are other areas of opportunity that are not
7 included here and that should be considered for rezone.
8 The Northgate Mall has an enormous surface parking lot.
9 Let's rezone that for housing. Also the business park
10 south of the south lot is another wonderful opportunity
11 for high-rise housing and mixed-use development. In
12 ways it's a much better location for housing due to its
13 proximity to the potential light rail station site.

14 Thank you so much for your consideration.

15 MR. WEINMAN: Thank you.

16
17 STATEMENT OF COLLEEN MILLS

18
19 Hi. I'm Colleen Mills and I work for Mullaly
20 Development and am also on the Stakeholders Group and
21 representing multiple family. So we're looking at site
22 B, the Northgate Apartments. The site has basically,
23 as most people who live around here know, reached its
24 economic life. We are supporting broad rezone, and
25 John Mullaly will talk about that in more detail. We

1 think because of where the site is located, it's been
2 called the gateway, the core site. It's a unique
3 opportunity for the city to benefit from also the
4 redevelopment.

5 We would like to see a commercial zone to make it
6 so that we'd have retail fronting the street. We would
7 also have housing, and with its proximity to the mall,
8 the light rail station, and possibly a light rail just
9 a pickup station or a drop-off station. It's also been
10 talked about possibly being put on First Northeast in
11 front of the site. We've only said for many, many
12 years, and it's become now very, very costly to operate
13 because of the age of the buildings and the heating
14 system. So we definitely would like to see the area
15 rezoned and rezoned for commercial needs. And the city
16 would also receive many benefits from having the site
17 developed from a larger tax base, more jobs in the
18 area, and also reaching its vision for an urban center.

19 MR. WEINMAN: Thank you.

20
21 STATEMENT OF SUE GEVING
22

23 I'm Sue Geving. I live at 316 Northeast 115th.
24 If you can visualize that we are right on the edge of
25 the planning area, 115th is zoned 7200. So we have

1 single family homes with big yards, and this proposal
2 is putting L4 right up against it; and yes, we are
3 concerned. Just to set the record straight, our street
4 that has been cul de sac'd -- thank God -- but it
5 wasn't just because Target moved in. The light there
6 had been offset previously, and when they moved that
7 street light directly into that street, that was more
8 of an impact actually than the building was. So the
9 reason they cul de sac'd it was because, yes, it was in
10 the plan, but everyone knew then when they moved that
11 in line with the street, we had already been getting
12 tons of cars, that would just have -- just to set it
13 straight, that was the thing was the light.

14 I have a lot of concern about neighborhood
15 commercial creeping farther north. I'm fine with it on
16 Northgate Way and Fifth. That's an arterial. Third
17 Avenue is a designated green street, it's part of the
18 park circulation and had been all along in our comp
19 plan. Had the park, had a nice green street where
20 people could walk and still rest and be peaceful. And
21 I'd like to see that maintained. I don't think anybody
22 ever really had thoughts of -- and I think we all know,
23 that live in the neighborhood, that the back side of
24 the Northgate north building has just been empty. I
25 mean, that there is -- you all know, right? that there

1 is a little space there on Fifth Avenue that's never
2 been rented. So I mean there's nothing there that
3 would suggest that commercial would thrive to the north
4 of that. And that is one of my bigger concerns, you
5 know, just keep commercial back on the arterials where
6 it belongs.

7 MR. WEINMAN: Thank you.

8
9 STATEMENT OF GAIL GAUTESTAD

10
11 Hi. My name is Gail Gautestad, G-A-U-T-E-S-T-A-D,
12 and I'm at 2117 North 107th in a condominium. We're
13 pretty much on the far west side of this project. And
14 under two of those plans it doesn't look like we would
15 be as heavily affected as some of the others. But
16 because we're on North 107th, we're right on the south
17 side of where the development would be. We have
18 concerns about what the height might be if it's changed
19 on the commercial buildings that exist to the north of
20 107th.

21 Currently -- my main concerns overall on this are
22 traffic and parking. We currently are on a small strip
23 of road between Meridian and Corliss. Westbound
24 traffic comes up Meridian and speeds along there to get
25 on I-5, and eastbound traffic comes from Northgate Way

1 or off of I-5 southbound to get to North Seattle
2 Community College. So we already have a very high
3 traffic area there, and I would hate to see that there
4 would be more congestion in that area without improving
5 that roadway.

6 On a personal note, if you have any influence with
7 Metro, I could possibly get out of my single-occupancy
8 vehicle if I could walk to the transit station and take
9 an express bus to the University of Washington.
10 Hundreds of people go to the U.W. every day from
11 Northgate, and the four-mile trip takes about 45
12 minutes.

13 And another issue that's prevalent around the city
14 is homelessness, and that is in walking from where I
15 live under the overpass of the freeway, there are a
16 number of people who live there. And so during the
17 winter months that might not be as comfortable as I
18 would like. Thank you.

19
20 STATEMENT OF SHAIZA DANJI

21
22 My name is Shaiza Danji, and my family owns the
23 property to the west of I-5, which is more commonly
24 referred to as the Hotel Nexus and the restaurant,
25 formerly known as the Berkshire Grill, soon to be

1 reopened as the Saffron Grill. So it's 2140 North
2 Northgate Way. Our property is in part of study area A
3 in the draft EIS, and we're an integral part of the
4 Northgate urban center.

5 I would like to commend the City of Seattle for
6 taking the initiative to consider the upzoning of
7 Northgate Way and other relevant properties in the
8 Northgate urban center and also wish to thank the city
9 for its tremendous support of the Northgate
10 Stakeholders Group since 2003. The Stakeholders Group
11 has been able to address large lot development in the
12 Northgate urban center through consensus building and
13 also developed the coordinated transportation
14 investment plan known as CTIP. I have served on the
15 Northgate Stakeholders Group since its inception and
16 was particularly involved in the CTIP subcommittee.

17 My understanding from the draft EIS is that the
18 objective of the upzone is to ensure that first the
19 recent momentum from the Stakeholders Group is
20 sustained, second, that growth can be accommodated, and
21 third, that the Northgate area comprehensive plan's
22 goal to transform an automobile-oriented landscape to a
23 pedestrian-friendly destination with densities to
24 support transit is achieved.

25 And underlying my comments tonight is the critical

1 theme that we want people to live, work, shop, and take
2 public transit from Northgate, not just drive to
3 Northgate to park and take transit downtown.

4 With all of this in mind, I have two major points
5 this evening. First of all, the focused rezone
6 contemplated by the draft EIS should be rejected as it
7 really does not make sense with respect to the west
8 side of the freeway. It treats the west side of the
9 freeway differently from the east side of the freeway,
10 and it's not really clear why. The draft EIS itself
11 explicitly concludes in Section 1.7 that there is no
12 significant difference between the delayed conditions
13 at the intersection of Meridian and North Northgate Way
14 under any of the alternatives when compared to the no-
15 action alternative.

16 In fact, the draft EIS states that there is a
17 possibility that average delays at this intersection
18 could actually decrease to some degree under the broad
19 rezone. If this is the case, why treat the west side
20 of the freeway differently? I remind all of you that
21 the CTIP does contemplate several initiatives on
22 Northgate Way west of the freeway to mitigate traffic
23 and improve pedestrian connectivity. In particular, I
24 would encourage you all to look at CTIP item C-12 which
25 would improve the pedestrian connection under Northgate

1 Way from both the design and pedestrian safety
2 perspective. And this actually addresses the point
3 that was made by the previous speaker. This item is
4 slated as a near-term item.

5 If we create a more pedestrian-friendly
6 environment, we will have more pedestrians. It is
7 crucial that the west side of the freeway be considered
8 part of the Northgate urban center, not only in name
9 but in action. And the focused rezone explicitly does
10 not do this.

11 My second point is to encourage the city to
12 seriously consider the advice of the Stakeholders Group
13 from April of 2007 to seriously consider heights of up
14 to 125 feet in additional properties along Northgate
15 Way. It is difficult for us really to imagine
16 Northgate as an urban center, but it really will
17 happen, particularly with the advent of rapid transit.
18 With rising gas prices, we have all seen how nationwide
19 and specifically in our area people are reconsidering
20 their driving habits. It would be unfortunate if the
21 city does not really seize this opportunity that it has
22 itself offered to reconceptualize Northgate as a true
23 urban center while maintaining its unique single-family
24 neighborhood characteristics outside the core.

25 The city should seriously consider heights up to

1 125 feet along Northgate Way. I will use our property
2 as an example. We have owned the property for over 32
3 years and are very committed to Northgate in the long
4 term. Our thinking for the property is long term and
5 will require substantial thought and consideration in
6 working with the city and the community. We are
7 currently zoned neighborhood commercial up to 65 feet,
8 so we're already a commercial zone. But the property
9 across the street from us is zoned 85 feet.

10 Under the no-action option and the focused rezone
11 option, there would be no redevelopment of our site and
12 certainly no residential development on our site.

13 Under the broad rezone, the property would go to 85
14 feet, which might theoretically allow redevelopment,
15 but such redevelopment may be suboptimal, particularly
16 in the urban center context as well as potentially cost
17 prohibitive.

18 If the property are rezoned to 125 feet, we could
19 maximize the potential of the site in a mixed-use
20 development with a blend of uses that could include
21 hotel, residential, and other attractive uses. At
22 present there is no residential opportunity on our
23 site, and the best way to encourage residential
24 multi-family development in a mixed-use context would
25 be to allow for 125 feet. This redevelopment really

1 makes sense in the context of light rail coming to
2 Northgate.

3 As stated by the draft EIS and earlier this
4 evening, any property that takes advantage of the new
5 upzoning would remain subject to project-level SEPA, so
6 of course there would be all the considerations in the
7 design guidelines and such that would be required. I
8 would strongly encourage all of us to support the city
9 in considering upzones to the Northgate urban center as
10 contemplated in the broad rezone rather than the
11 focused rezone, and in addition to consider zoning of
12 up to 125 feet on Northgate Way. We want people living
13 and working in the Northgate area, not just driving to
14 Northgate, parking, and then taking the transit. A
15 proposal that does not seriously increase density will
16 result in just that. Thank you.

17
18 STATEMENT OF RICHARD TRUAX

19
20 Richard Truax. I live at 10752 Ashworth Avenue
21 North, just west of the freeway, in the previous
22 speaker's property. I would say I have a concern about
23 height limits, but that's not why I'm up here.

24 My biggest concern is to parrot what a lot of
25 people have said about pedestrian traffic, the ability

1 to move. The neighborhood was originally designed in
2 such a way that we weren't -- it was supposed to
3 somehow or other have a rural character, and as a
4 result there are basically no sidewalks, particularly
5 north, so you cannot walk north of the general area
6 without basically dodging traffic. The few sidewalks
7 that are in the neighborhood tend to be on the street,
8 so they are curb-side sidewalks, and when you're
9 walking you're about two feet away from buzzing traffic
10 rather than being removed from the traffic. And it's
11 an issue that has to be addressed, otherwise the
12 purpose of all this is meaningless.

13 The centerpiece of this project is a giant mall
14 that's predicated on cars, and we have to find a way to
15 make it so that bicycles, be it bike lanes, pedestrians
16 and not just in the redevelopment zone. It has to
17 finger out into the neighborhoods, because the
18 neighborhoods have no sidewalks.

19 I'm also concerned on the city's, I would say,
20 general requirements that there's proper development.
21 Northgate north to me is a classic example of no
22 planning for pedestrian traffic. It's basically dodge
23 ball of pedestrians flying all over the place, and so
24 there's no accommodation made for people moving back
25 and forth between Northgate Mall. And the building

1 itself is an eyesore. And so we have, what, a three or
2 four-story building that's an eyesore, so the idea of
3 having a 125 foot eyesore is of course a concern.

4 The city has not done a good job planning
5 pedestrians, like with 115th Street. When it remodeled
6 that street two or three years ago, it did a very nice
7 job and then for some reason stopped a hundred yards
8 short of Aurora in connecting to another sidewalk. So
9 a person getting off the 358 bus and trying to walk to
10 the hospital starts on a sidewalk, leaves the sidewalk
11 and goes to a chaos of cars, dirt, and mud, and then
12 all of a sudden comes back to this beautiful sidewalk
13 leading them to the hospital. I have no idea why that
14 stopped. And so I have concerns about Northgate north
15 and that sort of model of development, so it is
16 critical.

17 One last one. We just also expanded this mall and
18 provided basically no bike parking. There's no covered
19 parking in the parking garage -- there's one tiny
20 little rack to hold about three bikes. I'm sure you
21 have the number of parking stalls and the number of
22 covered parking stalls. And we have to get beyond the
23 idea that this is a car neighborhood if we're going to
24 promote pedestrian intensity. Thank you.

25

STATEMENT OF GREG HUNTER

I'm Greg Hunter, 11720 24th Avenue Northeast. I'm in favor of the broad rezone because eventually I would like the Northgate area to look better than it does now. And there's a lot of properties in here that do not change because there's no incentive for them to change. If the zoning all goes up one notch, that will spur something to happen on a lot of the pieces of property that have just been stagnated for years and years. If everybody were to build to the max, if you went on a broad rezone, it would still take years and years to happen because you're going to get one land owner that will build something nice, that will spur the imagination of someone else, they'll build something, somebody else will want to build something. But it will take a year or two to get the plans and the permits and everything.

So it's not something that's going to happen overnight anyhow. And if it does take 10 or 15 years for it to happen, let's at least get it started now. Thank you.

STATEMENT OF JOHN MULLALY

1
2
3 My name is John Mullaly. I'm at 2825 Eastlake
4 Avenue East, Seattle, Washington. I represent
5 Northgate Apartments located at First Avenue Northeast
6 and Northgate Way. We support the principle of the
7 broad rezone, yet we have a few caveats to the zoning
8 changes in regards to our property. Our site as
9 proposed in the broad rezone has split zones with an NC
10 125 zone along the freeway, an NC 85 in the southeast
11 corner, and mid-rise 85 in the northeast sector. We
12 oppose strongly having mid-rise 85 mixed in with an NC
13 zone. There are conflicts and inconsistencies between
14 the two zones, such as setbacks and types of retail and
15 commercial uses. Rather than have a cohesive
16 development or village you would have a site not in
17 sync with itself.

18 From a planning and function perspective, it
19 requires a uniform zoning type. NC 3 designation
20 allows for flexibility and retail uses, allows for
21 housing, and brings your buildings to the street for a
22 vibrant streetscape, which is part of the Northgate
23 comp plan vision. In order to achieve the vision of an
24 urban village with multiple uses, including housing so
25 people can live, work, and play all at one location, we

1 need an NC 3 designation over the whole site. MR would
2 segregate, not incorporate, the housing into the
3 overall site plan. Northgate Apartments is a gateway
4 site with its proximity to I-5, and a potential of a
5 light rail stop near First Avenue Northeast. Allowing
6 an NC 3-125 designation would make it potentially
7 feasible to incorporation of the station to incorporate
8 into one of our new buildings.

9 Think of the possibilities to be able to live at
10 Northgate's gateway property and be able to ride the
11 rail down to the U. District, all the way to the
12 airport or to downtown. Northgate needs to be linked
13 to the core of the city as well as service to
14 surrounding neighborhoods.

15 Urban planning studies attest to the fact that
16 there is safety in numbers. More people in the park,
17 on the street, or in the shops create an atmosphere
18 where people feel safer to stroll day and night. By
19 bringing more density we create the pedestrian vision
20 of European cities with sidewalk bistros and
21 storefronts, and the buzz and bustle of a market
22 village. Density is the key to achieving the vision of
23 the Northgate urban village.

24 The no-action plan suggests that there is enough
25 zone capacity currently to accommodate the

1 comprehensive planned growth targets. But theoretical
2 capacity does not always translate into feasible or
3 likely. Northgate needs a rezone stimulus to ensure
4 the city's and the regional growth targets are met and
5 help then to prevent urban sprawl. The city has had
6 the foresight to move forward on Northgate, and much
7 has happened over the last three years. As the economy
8 has slowed, we are in a fragile time, and the momentum
9 to continue and to complete the vision is at risk.

10 I commend your courage and your vision for
11 bringing the rezone process to the table, but I ask if
12 we do not act now, then when? If not here, then where?
13 And to that end, where will our kids, our grandkids,
14 and their kids live, work, and play? Thank you.

15
16 STATEMENT OF MELODY MCCUTCHEON

17
18 Good evening. My name is Melody McCutcheon, and
19 I'm chair of the Chamber of Commerce Land Use
20 Committee. I'm always a Mapleleaf resident.

21 There's three points I wanted to make to you
22 tonight. The chamber strongly supports the broad
23 rezone, Alternative 1, for some of the reasons
24 Mr. Mullaly just mentioned. This is a key opportunity
25 to add density near a regional shopping center, near a

1 regional transit center, and help the city meet its
2 goals and help meet regional Growth Management Act
3 goals.

4 Number two, there are concerns that the chamber
5 has that we're on record about on the incentive zoning
6 proposal. Our deepest concern is that it will actually
7 be a disincentive. So we strongly urge that the
8 incentive zoning proposal only apply above 85 feet, so
9 whether it's housing or the public benefit, only above
10 85 feet, not below. There's just simply too few units
11 that you can get if you go from 60 or 65 feet to 85
12 feet to make that worthwhile with then a surplus, a
13 surcharge on top for incentive zoning. The real
14 concern is it's a disincentive and we're not going to
15 see the positive benefits of density that the EIS talks
16 about.

17 Third, we were a little disappointed that the
18 EIS punted to the final EIS the issue of reducing
19 greenhouse gas emissions. There's been some really
20 good work done around the country in EISs of how you
21 can examine how choosing one land use pattern over
22 another can directly reduce greenhouse gas emissions by
23 affecting vehicle miles traveled. So we would urge you
24 in the final EIS to take a look at these alternatives
25 and say, Where do we have opportunities to reduce

1 vehicle miles, to reduce greenhouse gas emissions, and
2 make that part of your final EIS analysis. That'd be
3 in keeping with the initiative of this city as shown
4 nationally recognized to be a leader in that area, and
5 the Northgate EIS has a chance to advance that cause
6 even more. So thank you.

7
8 STATEMENT OF GRACE KIM
9

10 My name is Grace Kim and I live at 1720 12th
11 Avenue, but I'm here working with the property owners
12 that own the property just north of the proposed park.
13 So I'm familiar with that area and I'm speaking about
14 parcel C, specifically.

15 I know that we're not talking about the park, but
16 to address somebody's prior concern about retail in
17 that district, I would -- as the park is moving
18 forward, it's already happening. But because it's
19 moving forward in that way, if you look at the
20 drawings, the first one on the right, it shows the
21 difference in height from the 85 feet and the lower
22 height limits. And I would encourage the creation of
23 an urban park. If you've been down to Portland,
24 there's some great urban parks there, and they are very
25 successful from the standpoint that there's an urban

1 edge that reinforces that park. And I think if we're
2 looking at a focused rezone or a zoning situation where
3 there's a lower density, that urban park is not
4 captured and therefore it won't become the vibrant
5 place that it can be.

6 And once it becomes that vibrant urban park, there
7 will be retail support there. I think right now the
8 park 'n ride can't support any retail, but I think in
9 the future if there's a park there, coffee shops,
10 places that provide picnic supplies, kites, pet stores,
11 things like that that would support the activities of a
12 park, those types of retail spaces would be a great
13 amenity around that park. And I think peoples'
14 concerns about traffic racing through there, the
15 increase of people and activities will produce a
16 traffic-calming effect, in that if you look at places
17 like Pike Place Market, not that that's what this is
18 going to become, but I think that when you look at
19 places like that, you don't see traffic racing through
20 there. There's too many people, and too much activity,
21 and too many things to see to actually create the
22 traffic sort of running through those quarters.

23 The other thing that I would like to ask that the
24 final EIS address is the notion of water quality. I
25 know, having worked on a project in the south sound

1 area, a previous proposal, I know the neighborhood, or
2 the surrounding neighborhoods, are very concerned about
3 water quality; and I think that it hasn't been
4 addressed fully in the draft EIS. If you look at the
5 aerial photo of the area, there's a lot of parking lots
6 and single-story buildings that occupy these properties
7 that are being discussed for rezone, and those
8 properties currently are not mentioned -- their storm
9 water, it just goes into the system. And I think with
10 all the new development that occurs, there will be
11 storm management mitigations that the individual
12 properties will have to do as well as open space and
13 green space which will allow the water to infiltrate
14 into the ground and then be absorbed into the
15 atmosphere as opposed to having to go through storm
16 water treatment. So I'd like to see that addressed in
17 the final EIS.

18
19 STATEMENT OF KEVIN WALLACE

20
21 Good evening. I'll stand up here so you don't
22 have to look at my backside. My name is Kevin Wallace
23 and I'm the developer of the 507 Northgate project up
24 here on the corner on Fifth and Northgate Way.

25 And I just wanted to start by applauding the city

1 and all the representatives of Northgate for the
2 efforts that they've made so far, because without the
3 infrastructure that's gone in, like this community
4 center and the Thornton Creek project, my project
5 wouldn't have been possible. And what we see is I
6 think the first waive of the future of Northgate, the
7 ability to develop quality mixed-use projects.

8 We talked about wider sidewalks here. Our
9 sidewalks will be between 20 and 25 feet wide around
10 the building. And this is what needs to happen at the
11 other properties around the mall and in these areas in
12 order to develop the public amenities, the pedestrian
13 atmosphere that the leaders of this community have
14 wanted and strove to create for decades.

15 In order for that to happen, the density or the
16 height limit, the NC 3 zoning that is going to be
17 provided needs to be higher than NC 3-85. Under the
18 current building code, the maximum you can build in
19 wood frame is 70 feet; and beyond that you would have
20 to switch to a much more expensive steel or concrete
21 construction method, which would require you to build
22 much higher. So 85 feet would never pencil out as a
23 development. What will happen then is everybody would
24 either not develop their property or continue just to
25 develop to the 65 or 70 foot height. If there's an

1 incentive zone on top of that to get to 70 feet from
2 the 65, it's just a foregone conclusion that you're
3 going to develop it to 65 feet again or not develop it
4 at all.

5 With the NC 3-125 designation, the floor area
6 ratio of the site is the same as the NC 3-85, which
7 means that the number of square feet of building site
8 you can build is the same. It only means 125 gives the
9 owner the opportunity to develop a taller, skinnier
10 building, creating more open space at the ground level,
11 and it'd also create more modulation around the ring,
12 around the mall and the development area.

13 So to sum up, my feeling is that the NC 3-85
14 designation is not getting us anywhere. It won't
15 provide any additional affordable units or units at
16 all. And the 125 has the potential to increase the
17 number of units delivered and also provide some better
18 architectural look to the neighborhood and potentially
19 with the incentive zoning, if that gets in place, some
20 additional environmental and other neighborhood
21 amenities.

22 So I would encourage everyone to take another look
23 at increasing the zoning designation to 125 throughout
24 the properties along Northgate Way. Thank you.
25

STATEMENT OF SY IFFERT

1
2
3 My name's Sy Iffert, I-F-F-E-R-T, and my family,
4 Jenna Justin Meyers and Theresa Andrew Dahl. We've
5 owned property in the Northgate area now for over 40
6 years. It's family inventory. And you know, we're in
7 the 21st century and we need to get into the 21st
8 century. And I support the Alternate 1 to get us in
9 the 21st century. If we don't, development north of us
10 will develop, and we'll be in the same position we've
11 been in for the last 40 years. And for that reason we
12 should get in the 21st century. And I propose that the
13 height restrictions be amended to the new Alternate 1.

14 I'm building a building now up in the D section,
15 and when I -- I'm just a small builder. And when I
16 have the hardships that a small builder has -- I've got
17 setbacks. If I have 65 feet in the building I'm
18 building today, I'd be building a building that I'm
19 proud of, that the neighbors would be proud of. The
20 neighbors would use it. I'm building here because I'm
21 not going to use it. The community is going to use it.
22 With the extra heights of affordable housing, we do
23 need affordable housing, and that would give it to us.
24 I'm building a box now that's a nice building, but it's
25 not the building that I'd be proud of. It's not the

1 building that the community would be as proud of. If I
2 had the 65 feet, I'd have a proud building.

3 And in this same vein, the property west of the
4 freeway, close to the hospital, needs to have the
5 heights that are proposed there for affordable housing
6 for the people who work in the hospital. You know,
7 someday we're going to have Sound Transit rail to the
8 city. This is going to be a new city if we do it
9 right. If we stay in the 21st century this would be
10 Northgate, a new city. So I want to thank everyone for
11 listening to me, and I know that you people have done a
12 lot of hard work and study for this proposal and I
13 certainly thank you for that.

14 MR. WEINMAN: Thank you. Is there anyone
15 else who would like to provide comments?

16

17 STATEMENT OF BARBARA MAXWELL

18

19 My name is Barbara Maxwell, 835 Northeast 100th
20 Street, Seattle 98125. And I've been interested in the
21 comments from many of the people that I know from 20
22 years ago of planning. And I find myself in a
23 difficult position tonight because I only got the DEIS
24 on Sunday, haven't really had a chance to study it.

25 But there are a few things I think that are

1 important for us to consider at this juncture. And one
2 of the things is that the Northgate CTIP was certainly
3 developed with a number of projects identified. And a
4 lot of these assumptions for the upzone assume that
5 many of those projects are going to go forward. But I
6 think that it should be understood that those are
7 not -- the CTIP projects are not funded. I think that
8 of course the projects, development projects, are
9 subject to SEPA review when they come in, notably,
10 Simon Property Group, the expansion of the mall.

11 I looked at the decisions issued after the city
12 reviewed these projects under SEPA. There were no
13 mitigation requirements of Simon that were identified
14 under SEPA. On Lorig, the development in the south
15 parking lot, there was -- Lorig was required to do one,
16 to provide a fair-share contribution to the
17 installation of a traffic signal at the new Third
18 Avenue south parking lot and Northeast 103rd Street
19 area. I think Kevin's project is required to
20 contribute a fair share to some improvements at Fifth
21 and Northgate Way. So I think that certainly those big
22 projects, the south parking lot will include a
23 14-screen cinema, certainly a large traffic generator
24 at certain times of the day.

25 And I think it's unrealistic for us to assume that

1 some of the smaller projects that come along are going
2 to be required to contribute to the CTIP projects under
3 SEPA. I think the reality is that the public is going
4 to be paying for these improvements sooner or later, or
5 else we're going to be stuck with traffic conditions
6 that are going to deteriorate.

7 Pedestrian improvements. I think these lovely
8 improvements that we see along Fifth Avenue, and thanks
9 to Kevin Wallace for his foresight in including the 20-
10 foot sidewalks, he's recognized the need to have that
11 larger space for pedestrians to get a little bit
12 further away from the high speeds of traffic. So we
13 need more people that are willing to contribute to
14 those pedestrian improvements from the private sector
15 as well as the public sector.

16 Light rail. Everyone has mentioned the
17 possibility of light rail and how important that will
18 be to the transportation system. But the reality is
19 that there is no funding for the light rail
20 construction from downtown to Northgate at this time.
21 And there's still some debate about whether to put that
22 on the ballot in the near future or the far future. So
23 there's assumptions that accompany this rezoning that I
24 question the validity of those right at the moment.

25 The incentive package is still in draft form. It

1 isn't clear to me. It sounds like there should be more
2 discussion about places where it could go to 125 feet.
3 There probably are some in the Northgate area, maybe
4 not those that have been identified so far. There's
5 the transit-oriented development on the west side of
6 the property where the transit center is. There are
7 some sites that might lend themselves to that
8 development. But I think it takes more discussion.

9 I should point out also that even though the urban
10 center park north of 112th Street is in the planning
11 stages now, the development of that park is not funded
12 either.

13 So it seems like there's a lot of the cart being
14 in front of the horse with the plans. And the
15 infrastructure and the quality of life things are left
16 too much to chance in my view. I think it takes more
17 thought to proceed. And I would appreciate a longer
18 opportunity than two or three days from now in which to
19 submit comments on the subject. I know it's the
20 minimum that SEPA requires, but I would request an
21 extended comment period to have thoughtful input into
22 development of a preferred alternative. Thanks.

23

24

25

STATEMENT OF RYAN MILLER

1
2
3 My name's Ryan Miller. I live at 1047 Northeast
4 104th. So I have a few concerns and also a question.
5 My main concern is with the broad rezone of 125 feet, I
6 don't feel that we have the infrastructure right now.
7 I drive down Northgate every day going to and from to
8 get to work, to get to I-5, and the traffic is a mess
9 right now. Without expanding the roads and without
10 improving sidewalks or bike lanes and things like that
11 first and just upping the zoning, this is going to be a
12 mess. And that really concerns me. So I think the
13 priority first needs to be getting funding to improve
14 the roads and sidewalks. Have the infrastructure there
15 before we allow people to increase the density.

16 So again, I think the broad rezone now is not
17 acceptable. I don't think that that should happen.
18 I'm also concerned about potential flooding, because if
19 we're taking away more grassy areas and more trees,
20 where's the rainwater going to go? And I heard from
21 somebody that this area used to be like a kind of
22 swampy area or peat bog or something, and that concerns
23 me as well. So I think that needs to be looked at, as
24 well, for rainwater runoff, where is it going to go?
25 And if we just put concrete everywhere, what's going to

1 happen.

2 I think, you know, again, sidewalks need to be
3 added. This is not only going to affect roadways out
4 here, this is going to affect the areas over here too.
5 It's just a few blocks to this new development over
6 here with the movie theater; and as more stuff gets
7 developed, more people are going to be parking and
8 walking from the residential areas. Right now there's
9 no sidewalks. There's sidewalks on main streets, but
10 there's no sidewalks in the residential areas. So
11 again, this is part of the infrastructure that needs to
12 be built so people can safely walk and park and get to
13 these places.

14 I also think probably more crosswalks would need
15 to go in. That's another concern. Right now, when I
16 drive to work, I actually come down 130th to get to I-5
17 and there's construction workers haphazardly running
18 across the street right in front of me that I don't
19 see. This also happens to me on my way home going to
20 Northgate. So it's because there aren't enough
21 crosswalks and they can't get across the street, so
22 they just run across and pray that they make it without
23 someone hitting them. So that's a concern. One
24 thought is maybe having pedestrian bridges going over
25 103rd and over Northgate Way. That would solve the

1 problems I think -- or maybe a few of them. I think
2 that was all my comments.

3 The other thing I wanted to add, which Barbara
4 mentioned, is about getting the comment period
5 extended. King of seems like it's being rushed a
6 little bit. We having this meeting and then within a
7 couple of days the comment period ends. And I think a
8 lot of my neighbors don't even know that this proposal
9 is going on. So I think that would be beneficial if
10 you want to get feedback from the residents who
11 actually live here. It might be beneficial to extend
12 that.

13 MR. WEINMAN: I'll just respond to that one
14 quickly. If you'd like to request an extension of the
15 comment period, you should get that request to DPD as
16 soon as possible before the end of the comment period.

17 MR. FISCHBURG: Can we just say that the
18 request is made. It's in the record. The public
19 comment period will be extended. So it's been done.

20 MR. KOFOED: We should be clear, though,
21 about how long we're extending it for. And we'll post
22 a notice of that on our Web site and other required
23 places. But obviously at this point it will be
24 extended for the additional 15 days, which is what we
25 can do under SEPA. So comments should be in by close

1 of business June 17th. Okay.

2

3

STATEMENT OF GREG GOODWIN

4

5 I'm Greg Goodwin, 2215 North 107th, and I have a
6 couple of thoughts. First is regarding the issue of
7 concurrency. I think it would be very undesirable if
8 the site was underdeveloped or the acreage here is
9 underdeveloped or underzoned in the long haul because I
10 think it will be very harmful in the long run goal of
11 extending the light rail up here. So if we limit the
12 density too much we'll never get light rail.

13 And I have a second point, as a builder, to
14 corroborate what a couple speakers ago, what the fellow
15 said is that it's not really practical to build a
16 building above 65 feet unless you're building quite a
17 big building. So 85 foot zoning is really meaningless
18 zoning because you can't really build to that height.
19 You either should build a 65 foot building and have it
20 zoned that way or you should build a much bigger
21 building, which is much more expensive and marketable
22 and financeable. You can't really do it in between.

23 So I would suggest perhaps that the market drive
24 what will be built there, increase the density quite
25 bit, and allow the people to build something practical

1 and financeable and allow that to bring light rail
2 perhaps not too far in the future to this area. Thank
3 you.

4 MR. WEINMAN: Any other comments?

5

6 STATEMENT OF KEN MEYER

7

8 I just thought I'd scan the audience for eggs and
9 tomatoes, and I think I'm safe for a while.

10 My name is Ken Meyer, 1509 North 143rd Street.
11 I've followed this process. I've gone to the
12 Stakeholders meetings, although I haven't been an
13 official Stakeholder. And the cynical part of me is
14 kind of smelling a little bait and switch here. One of
15 the big arguments for the development that's been done
16 here so far is that Simon was going to dump the mall if
17 they weren't allowed to do big expansion and stuff.
18 And people said, Oh, people are going up to Alderwood.
19 We see in the checks that come back they're all made
20 out to places in Alderwood. We have to compete with
21 Alderwood and U Village and whatever. So it's happened
22 here.

23 Now, what we did was we said we're going to be a
24 destination shopping area, okay? And people are not
25 going to come on the bus far enough in enough numbers

1 to support these huge stores, you know. It's not a
2 Seven-Eleven on the corner. So we've already -- and we
3 have a 14-theater cinema going in here. You know,
4 we've really committed -- and we've committed to these
5 people, and we've also had the transit center and we've
6 committed that this is going to be a hub for people to
7 drive to and then go on downtown or wherever, and we
8 made all those provisions.

9 And now what I hear a lot of people saying is
10 we're going to increase the density here so that the
11 traffic at Meridian and Northgate Way and Fifth and
12 Northgate Way is going to be just -- well, the hell
13 with it, I'm going to go to Alderwood Mall anyway. And
14 so there's a big schizophrenia going on here. And of
15 course we've heard a lot from developers, and all I
16 hear is cash registers ringing. And I'm concerned that
17 if we do get affordable housing, it won't be affordable
18 on their part, it will be that we're subsidizing it
19 with taxes, so we've just redistributed the rental
20 income. But they're doing very well.

21 So I know that there's lots of stress back and
22 forth, but I just urge you when you go about this that
23 you keep in mind where we've come to and you don't then
24 trash what's the previous plans and make the
25 investments that have already been done pretty

1 untenable.

2 And I would say just one more thing is that, as I
3 get older, you know, it's really hard to walk even what
4 would have been a trivial matter to the bus anymore.
5 I'm still not senile enough so that I have to have my
6 driving 86'd yet, but I need the car, really. And I'm
7 not going to carry big packages home. There are a lot
8 of people around here like me. So you have to consider
9 the entire population and not just two-income young
10 couples who've got a lot of money to throw around.
11 Thank you.

12 MR. WEINMAN: Would anyone else like to make
13 a comment? Okay. Remember there are comment forms on
14 the table that you can use to provide written comments.
15 Please sign in on the sign-in sheet. And the comment
16 period has been extended to the 17th, and that will be
17 noticed in a variety of places.

18 [Hearing ended at 8:36 p.m.]

19

20

21

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24

25

C E R T I F I C A T E

STATE OF WASHINGTON)
) ss.
COUNTY OF KING)

I, Catherine A. Decker, a Notary Public in and for the
State of Washington, do hereby certify:

That the foregoing hearing was taken before me at the time
and place therein set forth;

That the statements of the witnesses and all remarks made at the time of the hearing were recorded stenographically by me, and thereafter transcribed under my direction;

That the foregoing transcript is a true record of the testimony given by the witnesses and of all objections made at the time of the hearing, to the best of my ability.

Witness my hand and seal this fourth day of June, 2008.

CATHERINE A. DECKER, Notary
Public in and for the State of
Washington, residing at Medina.
Commission expires June 29, 2009.
WA CSR No. DE-CK-EC-A502J5

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